

Town of Bolton
3045 Theodore Roosevelt Highway
Bolton VT 05676
Select Board Minutes
April 3, 2017

Board members present: Josh Arneson Jen Dudley-Gaillard, Chair, Ron Lafreniere, Sharon Murray
Board members absent: Gene Armstrong
Also present: Mike Gervia, Joss Besse, Joe Colangelo, Charlie Baker & Dan Albrecht, CCRPC
Clerk: Amy Grover

1. The meeting was called to order at 5:48 p.m. by Jen with a quorum of 4 members present.

2. Additions or deletions to the agenda:

Additions to the Agenda:

- West Bolton Golf Club – Liquor License Applications: Ron made the motion *“to approve the West Bolton Golf Club liquor license applications.”* Josh seconded. There was no further discussion. All were in favor and the motion passed (4-0).
- Sharon to forward Municipal Roads General Permit comments to the VT Department of Environmental Conservation, Watershed Management.
- Green Mountain Bike Club (GMBC): Josh to contact GMBC regarding their summer training/race schedule.

Deletions to the Agenda:

- 6:30 appointment - Chris Nordle and/or GMC staff, GMC easement. Schedule conflict, unable to attend.

3. Public comment: none.

4. Recurring Business:

- Minutes March 20, 2017: Sharon made the motion *“to approve the March 20, 2017 minutes.”* Ron seconded. There was no further discussion. All were in favor and the motion passed (4-0).
- Warrants: Signed.
- Financial Reports: Distributed – revenues, expenditures, legal services.

5. Communications:

- VLCT Municipal Employment Law workshop, May 10, 2017.
- Thank you received from Waneta Ring.
- Spring work list provided by Eric Andrews. Select Board asked that Eric provide monthly updates on hours & work completed, and encouraged highway staff to attend Road Scholar workshops.

6. Appointments:

1. 6:00 p.m. All-Hazards Mitigation Plan (AHMP) (Draft) with Chittenden County Regional Planning Commission Staff (Dan Albrecht) – Review, receive public comment on the final draft of the Bolton All-Hazards Mitigation Plan prior to submission to the Vermont Department of Emergency Management and Homeland Security, and the Federal Emergency Management Agency for review in advance of Formal Select Board approval

- Sharon noted her thanks to CCRPC for incorporating suggested changes.

Dan Albrecht noted that:

- The AHMP is the culmination of a 2 year process.
- The AHMP is required for FEMA grants (not for aid after a disaster).
- Vermont amended their rules for state emergency relief funds (to cover the 25% not covered by FEMA) and an AHMP is now required.
- The AHMP expires March 5, 2022, and identifies hazards, vulnerabilities, strategies, with a focus on present practices.
- This is the third version of plan, there is county AHMP of 183 pages, a local AHMP of 70 pages, the plans are now more robust.
- Brief review of Bolton’s vulnerabilities and mitigating actions that the town is going to focus on.

The Select Board noted that they were comfortable with the plan and implementation program. Sharon made the motion

“to forward the All-Hazards Mitigation Plan to the State of Vermont and to FEMA.” Josh seconded. There was no further discussion. All were in favor and the motion passed (4-0).

2. 6:15 p.m. Charlie Baker, CCRCF Staff – Regional Dispatch Project Mr. Baker noted that:
- Brief review of process to review the benefits of a regional dispatch, dispatch procedures, supports, dispatch costs. Multiple opportunities along with multiple issues.
 - A joint survey committee will explore next steps in creating a union municipal district and examine issues: governance, members, billing formulas, budgets, etc., with a recommendation by fall.
 - A Municipal Union District would require a Town Meeting Day vote.
 - Bolton could be part of an advisory committee as a “contract town.” Noted: issue with volunteers being able to attend daytime meetings.

Mike Gervia noted concerns regarding:

- Contract fees for dispatch, increasing from 2-3K presently to 10-15K per year.
- Redefining service areas.
- BVFD as the only user, no rescue or police, and that additional infrastructure would be needed in order to stay online with dispatch

Charlie Baker stated that CCRCF was visiting towns to hear about those concerns and issues. Brief discussion on dispatch issues. Charlie Baker noted that a more formal dispatch structure would provide opportunities to address issues.

3. 6:45 p.m. Mike Gervia – Engine One Options

Prior to discussing Engine One:

- The Board signed state reimbursement request form for the fall forest fire expenses.
 - BVFD Station: Mike is procuring gutter estimates for the front of the building and it was recommended by a mason to spray the front of the building with chimney saver. Amy to check with Kent Masonry on sealer he applied.
- Engine One: discussion on inspection, inspection history, vehicle maintenance, Richmond’s process, griping not warranted, damage from salt brine the state used. Noted: Clark’s did not ground the truck, but Mike noted that the truck would not pass inspection in the future – inspection due October 2017.

Review of current vehicles:

Engine One: four door, 2001 pumper with a 1000 gallon tank.

Engine Two: four door, 2007, pumper with a 1700/gallon/minute pump, 1500 gallon tank, with a 10” dump for a pond.

Rescue Van and ATV.

➤ Options:

1. Replace frame: 290K.
2. Replace the truck with the same engine, newer year (pumper with a 1000 gallon tank) 350K range.
3. Replace the truck with a 2000 gallon tanker truck @ 185K, and a mini pumper with a 300 gallon tank and pump @ 195K. Purchased together the 360K range. Would increase on board water capacity from 2700 gallons to 3800 gallons.

Discussion included:

- Potential to impact to ISO rating based on gallons available; noted 5 mile radius of fire station required.
- Navigability of the mini pumper, reduction in response time when climbing, #1 choice of BVFD.
- Additional maintenance costs for three trucks.
- Timeframes and procurement policy; used fire truck market (Shelburne firetruck for sale), already built, and 390 – 450 days to order a truck.
- Impact to the capital budget moving the purchase timeframe up and financing 400K in FY 18 -19: 2% increase to annual budget for next 10 years.

The Select Board asked that Mike:

- Get estimates for undercoating Engine Two.

- Provide more information on griping, from Giroux, and from the “Fire Truck” ladies on used fire trucks.

7. Action Items:

- Curb Cut Application – Aaron Lawrence. Ron made the motion “to approve Aaron Lawrence’s curb cut application.” Sharon seconded. There was no further discussion. All were in favor and the motion passed (4-0).
- Liquor License Application - The Essex (dba The Ponds). Sharon made the motion “to approve The Essex’s liquor license applications.” Ron seconded. Josh recused himself. There was no further discussion. Three were in favor and the motion passed (3-0).
- Mowing Bid - Opening. Two bids received; Dan Champney and All Phase Property Maintenance. Ron made the motion “to approve Dan Champney’s bid for the 2017 Town Mowing contract of \$100 per mow for all three sites. \$100 for spring clean-up, not to exceed 26 mows in the season..” Josh seconded. There was no further discussion. All were in favor and the motion passed (4-0).
- 2017 Town Plan Hearing Date for Adoption: Josh made the motion “to hold the Select Board hearing on the 2017 Town Plan on Wednesday, April 26, 2017 p.m. at the Town Office, to be followed by adoption of the Town Plan” Ron seconded. There was no further discussion. All were in favor and the motion passed (4-0). Sharon expressed her continued concerns about the Town Plan draft, duly noted. Amy to follow up on timeline for Placesense/Brandy Saxton to complete the graphic design of the Town Plan.
- Meeting Schedule::
 - June 5th & 19th – 19th Preston Pond Management Plan
 - July 17th & 31st
 - August 7th & 21st
 - September 11th & 18th

8. Business:

- Plow Truck Financing:
 - Discussion on trade in options: allotments from Clark’s (total of \$14,500 for both the ’01 and ’04 trucks), private sale (1K offered), state auction. Consensus to send the ’05 to the state auction and solicit private sealed bids for the ’01 for the April 17th meeting. Sharon to post on Highway list serve.
 - Discussion and review of reserve funds and formulas.
 - Discussion and review of financing options: VT Municipal Equipment Loan fund 2%, KS State Bank 3.02%. Amy to check with KS State Bank on early payment allowance or penalty.
 - Sharon made the motion “to withdraw 61K from the Highway Equipment Reserve Fund for a down payment, and to finance \$76,636 by applying for the Vermont Municipal Equipment Loan Fund. Josh seconded. There was no further discussion. All were in favor and the motion passed (4-0).
- Clerk & Highway Job Postings: homework – to review for the next meeting on April 17th.
- Personnel Policy: call out hours – revisit on April 17th.

9. Any Other Business:

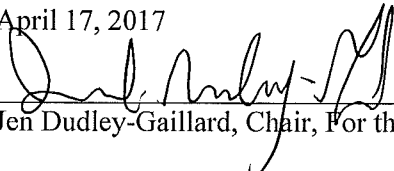
- Sharon noted a meeting with representatives from the Community Senior Center (Richmond), and Bolton residents to be held on April 4th at 4 p.m. at the Smilie Library to discuss the unmet needs of elders in Bolton.

- 10. Closing:** No other business was brought before the Board at this time. Josh made the motion “to close the meeting.” Sharon seconded. There was no further discussion. All were in favor and the motion passed (4-0) at 9:48 p.m.

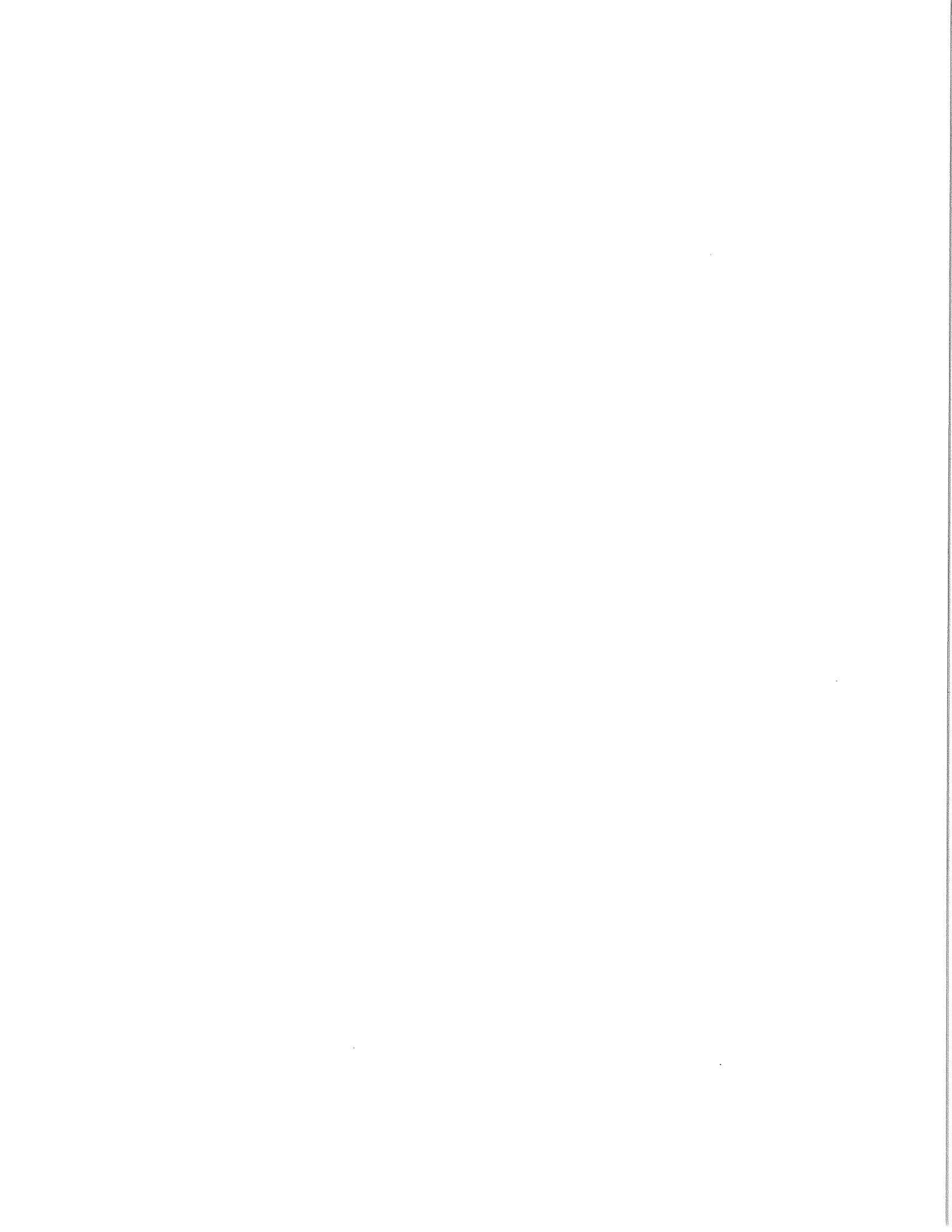
Attest: Amy Grover, Clerk

Minutes are unofficial until approved. These minutes were read and approved by the Bolton Select Board on:

April 17, 2017



Jen Dudley-Gaillard, Chair, For the Board



Attachment A

Meeting minutes relating to the discussion about the condition of Engine 1 of the BVFD at the April 3, 2017 Select Board meeting

Mike Gervia came before the board to discuss what he says is a deteriorating frame on Engine 1. He claims the frame is deteriorated to the point where it will not pass inspection.

Mike was alerted to the issue when the Richmond Fire Department discovered deterioration with the frame of one of their trucks. Mike then decided to look into the condition of the frame on Engine 1

When asked to provide information about the Richmond Fire Department fire truck Mike stated:

- Richmond found out their truck had a deteriorated frame during an oil change in March.
- The information about the Richmond truck came to my attention the day after town meeting day.
- After they learned of the condition of the frame, Richmond had a process called griping performed on their truck. This failed to get the frame into a condition where it would pass inspection.
- The Richmond truck also has a faulty head gasket and Richmond needs to decide if they should spend \$10K-\$20K in to fix it.

When asked who said the frame on Engine 1 had deteriorated to the point where it would not pass inspection Mike stated:

- I initially looked at it.
- Then I took it to Clark's and they said it was not passable.

Mike did not provide any documentation from Clark's.

When asked to provide the name of the inspector and the date of the last inspection for Engine 1 Mike stated:

- Gene Armstrong provided the inspection sticker in October.

When asked how the frame on Engine 1 passed inspection in October, but by March had deteriorated to the point where it would not pass inspection Mike stated:

- Gene put an inspection sticker on the truck without actually inspecting the truck.

When asked why he had Gene provide an inspection sticker for Engine 1 when he believed Gene was not actually inspecting the truck Mike stated:

- We used to have Clark's do it but stopped four years ago because it was too expensive. In general Clark's is too expensive and that is why they can always get trucks in for service on short notice. They have lost business because their prices are too high, so they are not busy.

When asked if there are options for a second opinion on the condition of the frame on Engine 1 Mike stated:

- Tailhook is another option and they are the company that did the oil change for Richmond and alerted Richmond to the deterioration of their truck's frame.

When asked what the cause of the frame deterioration is Mike stated:

- The salt brine on the interstate.

When asked how many miles they drive on the interstate in the winter Mike provided no estimate.

Josh Arneson stated:

- If the fire department gets about 80 calls per year, and assume all of them are on the Interstate and all cause a truck to travel 5 miles on the Interstate then that is 400 miles per year on the Interstate. Assume that half of those are in the winter where salt brine exists then Engine 1 is driven 200 miles per year in salt brine conditions.

When asked if the frame had ever been coated for protection Mike stated:

- No, we had not coated the frame.
- Engine 2 is in good shape and we are having it undercoated with a coat that should last 5 years in an effort to prevent similar frame issues.

When asked if they wash the trucks Mike stated:

- Yes, we spray down the trucks regularly.

When asked about options to replace or repair Engine 1 Mike had the following information. Dollar amounts are estimates:

- Could do griping like Richmond did for \$3K. But this did not fix the frame on the Richmond truck to a level where it would pass inspection,
- A frame replacement would be \$290K.
- Replace Engine 1 with a similar truck (1000 gallon tank with a pumper) for \$350K.
- Replace Engine 1 with two trucks, a tanker and a mini-pumper. Mike stated the combined total would be about \$360K but also provided the following figures when asked to put an estimated price on each truck:
 - A 2000 gallon tanker for \$185K.
 - A 300 gallon mini-pumper for \$195K.

When asked his preferred option Mike stated:

- I'd like to have the tanker and mini-pumper
- This would increase the total gallon capacity on all trucks from 2500 gallons (1000 gallons on Engine 1 and 1500 gallons on Engine 2) to 3800 gallons (a 2000 gallon tanker, a 1500 gallon Engine 2, and a 300 gallon mini-pumper).
- The increased water storage capacity would raise the ISO. This may or may not lower the premiums on homeowners insurance for those homes within the 5 mile coverage area from the firehouse.
- I also like having the maneuverability of the mini-pumper to get into some of the older driveways which are too small to fit a big truck.

When asked if lowering the water storage capacity would lower the ISO for covered homes and increase their homeowner's insurance Mike stated:

- This may or may not raise the premiums on homeowners insurance for those homes within the 5 mile coverage area from the firehouse.

When asked if there is a way to fix Engine 1's frame Mike stated:

- No one warrants a frame because if they tell you it is safe and it breaks then they could be liable.

When discussing other funding options Mike stated:

- I could get a rich resort owner to pay for it.

When Josh expressed doubt that the owners of Bolton Valley would pay for a fire truck Mike stated:

- Then I can fail their hotel on a fire inspection.

When asked about the possibility of looking into purchasing a used fire truck from Shelburne Mike stated:

- I don't want a truck from them.
- Also, their Town Manager, Joe Colangelo, is in trouble for signing a very bad police contract.

When asked if in general he would look into a used truck Mike stated:

- Used trucks can't climb our hills.

When asked if we could find a used truck built to the proper specs to climb our hills Mike was doubtful that such a truck exists.

Joss provided figures on what a replacement in the 2018-19 fiscal year would look like vs. a replacement in the scheduled 2021 – 2022 fiscal year. (

